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INFORMATION REPORT

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(LISTED BELOW)

THIS IS UNEVALUATED INFORMATION

1. Location: See references.
2. Production:
 - a. The first jet fighters (Annex 1, type I) arrived at the field in the fall of 1946.
 - b. Another type jet fighter (sketch 2 of Annex 1) was also seen in March 1949.
3. Observed characteristics:
 - a. Type I: Armament: 2 about 20 mm guns, rate of fire similar to that of the MK-108. No armament seen in the wings.
 - b. Type II: Armament same as type I; a 37 mm gun with muzzle brake was conspicuous in the nose.
 - c. The engine was started by operating a starter, presumably a two-stroke motor, for one minute. Later, it seemed as if the power was transmitted through an inertia type starter. Immediately after the starting, the air aft of the turbine began to vibrate but plumes of smoke were not seen. There was no prolonged engine warm-up. The engine was run up for a short time and then the plane took off. Take-off ground run: 4,000 to 5,000 feet.
4. Details on the power plants:

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engines was ordered to begin in the Lenin Engine Plant in the fall of 1946. The production of these engines was, however, suspended again. Casings for the jet engines were manufactured in the airframe plant (see Annex 2). The sheet metal used for those casings was seen in the engine plant by source. From this and the noises heard at the test stands, source inferred that turbo jet engines were built in the Lenin Plant late in 1948. Soviet workers said that materials samples and parts of casings were regularly sent to MOSCOW.

5. Observations made at the factory field:

Single and twin-engine conventional aircraft, 30 to 40 jet fighters. The jet fighters were test-flown for about 45 minutes. Flying was done for 6 to 8 hours every day. Five or six jet fighters were observed aloft at the same time.

6. Shipments:

The tested fighters were packed in boxes and loaded on railroad cars. The shipments were irregular. On the average 30 aircraft left the plant in a 2- or 3-day period.

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Comment:

a. Another returned PW stated that a large number of planes had accumulated between March and May 1948. Forty to fifty aircraft were regularly observed. The types were not remembered.

b. A third source made the following statements:

(1) The airframe plant comprised an airframe, a wing, final assembly, and a testing department.

(2) Soviets allegedly stated that the MIG-9 was produced in the plant.

(3) It was also learned from Soviets that turbojet engines were produced in the engine plant.

c. The data on type I is doubtful as the equipment with one or two side-by-side turbines remains unclarified. The sketch, the given description, and the statement on the armament of this craft with 2 x 20 mm guns with a rate of fire similar to the AK-108, i.e., five to six hundred shots per minute, would indicate the MIG-11 fitted with turbine. Since other reliable reports covering the same period definitely confirmed the production of MIG-9s in this plant, it is believed that either the representation of type I with only 1 turbine was a mistake or that this type was built in quantity in addition to the MIG-9.

d. The observation of a novel swept-back type was reported by nearly all the returned PWs for the same period *, although the type was described differently. From the descriptions given it can be assumed that the craft was also characterized by a rudder and elevator assembly sweeping very high to the rear. This type is probably the swept-back MIG type seen at the 1948 Air Show.

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e. The deliveries of jet engines requires clarification since the PWs probably had no access to this department of the Lenin Plant. The interconnection between the Lenin Plant No. 24 and the new jet engine plant in KRASNAYA-GLINKA, where most of the deported German experts in the field of jet engines work, also has not been clearly determined.

f. The sketch of a turbine casing and turbine on Annex 2 are the attempts of a layman to explain to himself the working of a turbine.

g. The part of a turbine casing manufactured in the air-frame plant and shown as sketch A on Annex 2 is believed to be the fairings of an air intake,** the sketched shaft probably is the starting shaft for the outboard generator, and the ribs at the sheet metal body may serve for the shaping of the external casing. Although the sketch of the turbine was done in a very naive manner, it is significant that Source had specified turbine parts explained to him by fellow PWs, i.e., the way of the cooling air for the runner which he tried to reproduce with the ring placed beside the turbine proper (Annex 2, sketch B).

h. If this interpretation is correct, the air intake and exhaust outlet would appear to be located just opposite as drawn on the sketch.

2 Annexes: 1. Jet Fighters Observed in KUIBYSHLEV.

2. Casings of Turbojet Engine Manufactured in KUIBYSHLEV.

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